

Private Flying

BENGAL

The flying return of the Bengal Flying Club for the month of January was dual, 24 hr. 50 min., owing to the fact that the Club's pilot instructor, Flt. Lt. W. F. Lovering, left on January 7; there was no dual instruction after that date. One of the Club aircraft (VT-ACN) was badly damaged in a crash on January 26 while being flown by Mr. A. Mukherjee at Patna.

BORDER

During February the Border Flying Club machines flew 58 hr. 20 min. This is an increase of 11 hr. 10 min. over the corresponding month of last year. Miss Arkless and Mr. Bell have completed the tests for their "A" licence. Miss Arkless is the first lady member of the Club to take her "A." Several others are taking instruction and expect soon to follow in her footsteps. The aerodrome drainage scheme is in full swing and care is necessary by pilots unused to the aerodrome when landing. The area affected is marked by red and yellow flags.

PENANG

During January the Penang Flying Club flew 200 hr. 45 min., this figure showing a good improvement on the previous month. The monthly landing competition, held on January 31, was won by Mr. W. D. C. Erskine Crum, with Mr. A. J. Drake second. Ten pilots competed. Miss M. Miles and Mr. Liang have made their first solo flights, while Mr. J. M. Bradley and Mr. A. J. Forbes have passed all the tests for a Straits Settlements "A" licence. On January 3, Mr. and Mrs. C. Keldian arrived from Victoria Point in their Monospar on their way from England to Australia by easy stages. On the 19th three Vildebeests from No. 36 Squadron arrived from Singapore, and on the 26th Mr. D. S. E. Vines landed in a new D.H. Dragonfly which he had flown out from England for the Asiatic Petroleum Co.

NORFOLK AND NORWICH

Last week the Club's total flying hours reached 34, which is the highest weekly total this year. The activities of the commercial school for professional pilots have helped considerably to increase the number of hours. A large part of Flt. Lt. F. T. K. Bullmore's time is occupied with the commercial school; with navigation classes, which form an important part of the commercial pilot's training; and, as a consequence, a number of cross-country flights were made during the week. These were made by Messrs. R. D. Hesketh and D. Bradley-Watson, who took machines to Hatfield, Cambridge, and Ipswich.

The Club is organising a new summer and winter holiday scheme, whereby flying training goes with all the varied sports and pastimes which are available in the district. Details are given in a brochure which has recently been issued by the Norfolk and Norwich Club.

Local Talent

IN the current issue of *The Pylon*, the D.H. Technical School magazine, there is, amongst a lot of other useful and/or amusing articles, one by Mr. R. L. Porteous on the tribe of the ultra-light. He appears to have flown every one except the Brawny, and he does not mince his words. There are, in fact, ultra-lights and ultra-lights.

The New Lympe

DURING the past few years considerable changes have been made at Lympe. Whereas there used to be only two small rooms for the benefit of Cinque Ports Flying Club members, one half-bay hangar with a small annexe workshop, and a wooden hut for the timekeeper, there now stands a bar three times the size of its predecessor, a restaurant of equal size, a reading room, a lecture room, instructors' and timekeepers' concrete offices on the tarmac, and the normal offices—all connected with the main hangar.

Perhaps the biggest improvement has been the taking over of the other half-bay for a workshop, so that, as one enters the Club hangar, one is not met by the sight of a number of machines in pieces. This side is reserved for serviceable aircraft. Repair work goes on beyond the partition. Three glassed-in rooms at the rear of the engine bay are used for "completes," and there is a well-arranged store along one side of the hangar. There is also a separate dope shop, electrically heated, while the foreman's office is elevated to command a complete view of both hangars. The repairs section is, incidentally, in care of Mr. Currie, who joined the Club in September last year.

In 1932 the whole organisation comprised two aircraft and a staff of four, while flying hours totalled some 700 in the year, and all repair work had to be sent to Brooklands. Now there are eleven machines, a staff of thirty-nine, and the flying hours for 1936 were over 2,500; some thirty machines are housed in the Club hangar, and a varying number in the workshops, where all repairs and overhauls are carried out both for the Club and for anyone else. Another addition is the sales depart-

SOUTHEND

The Southend Flying Club have had a busy flying week. Mr. Rankin flew up to Hull on Wednesday, returning on Saturday, while Mr. E. Sarll has gone solo. Last Tuesday week the annual general meeting was held, Mr. A. W. Bevan being elected as chairman. A supper and smoking concert will be held at the clubhouse to-morrow (March 12).

WITNEY AND OXFORD

A successful dance was held at the Bear Hotel, Woodstock, on February 26. Amongst others present were Mr. Sacre, the Duke of Marlborough's agent, with a party of friends, Mr. L. A. Wingfield, Clerk to the G.A.P.A.N., Miss Frank, Secretary to the Guild, Mr. E. M. H. Slade, instructor to the Bristol and Wessex, and Mrs. Slade. It is proposed to form a Flying Committee to assist in the management of the Club, and a Sports Section for all connected with the aerodrome. The clubhouse is being moved to the new College buildings in order that it may benefit by the essential services, which should prove of great benefit to visitors.

KARACHI

The total flying time for January amounts to 188 hr. 45 min., including 1 hr. 35 min. night flying and 18 hr. 50 min. commercial flying. The training of "A" and "B" licence pilots has been actively continued and Mr. G. Grossenbacher and Mr. K. H. Bhaloo are to be congratulated on obtaining their "A" licences. Nine members holding "A" licences are under training for "Bs" and two "B" licence pilots are taking their training as pilot instructors. An inspector deputed by the Director of Civil Aviation of India visited the Club during the past month and examined some pupils who are undergoing training. The Pir Pagaro, prior to his departure for Medina, chartered one of the Club's machines for a flight to Hyderabad.

LEICESTERSHIRE

Members of the Leicestershire Aero Club flew 37 hr. 50 min. during February. First solos were made by Mr. R. A. Marks and Mr. S. P. Russell, while four cross-country flights were made. On February 26 Sqn. Ldr. G. H. Reid gave an interesting lecture in the clubhouse entitled "Blind Flying and the Automatic Pilot," at which some seventy members and their friends were appreciative listeners. The Leicestershire Aeronautical Co-ordination Committee, sponsored by the Club's President, Mr. W. Lindsay Everard, M.P., held its inaugural meeting and luncheon at the Royal Hotel, Leicester, on February 5. This committee is representative of all aviation interests in Leicestershire and was formed to co-ordinate all such interests with a view to prevent overlapping and to arrange mutual assistance.

ment formed by Mr. G. B. Fellows, who has handed over his secretarial work to Mr. Drew.

The big change started in the middle of 1935, when the Club had outgrown itself as a branch of Brooklands, and those responsible for its growth formed their own company. Naturally a good deal of money had to be spent, but the results have justified the outlay. The next building plan, which is being put into operation immediately, is for living accommodation over the club rooms, while a large observation lounge will form part of the building over the tarmac offices, thereby commanding a full view of the aerodrome.

An Aero Club Appointment

THE increasing demands made on the air touring department of the Royal Aero Club have necessitated the appointment of an assistant to Comdr. Perrin, secretary, to deal solely with



Sqn. Ldr. E. H. D. Spence.

this side of the Club's activities, and the appointment of Sqn. Ldr. E. H. D. Spence, R.A.F.O., to this post took effect from March 1. Sqn. Ldr. Spence was in close touch with navigational problems and methods for some three years in the Department of the Director General of Civil Aviation, both at Gwydyr House and at Croydon Aerodrome, prior to taking up this appointment. The Club hopes that private owners desiring information on air navigation and touring abroad will take full advantage of the increased facilities now provided.